

Travel Air B4000 Restoration Notes

During Howard Clark's restoration of the aircraft, he performed the following:

- Had the original Wright Whirlwind 760-8 engine overhauled by Dan Murray
- Purchased a spare engine from Bob White and had it overhauled by Roger Cooper
- Installed engine electric inertial starter and Jasco alternator,
- Installed Air Wolf oil filter
- engine air filter has the horns (newly built carburetor, air heater left and right for carb heat)
- Installed new engine tube mount with rubber shock isolators
- Engine has been mounted and wiring controls etc. run. New baffling for the engine installed
- Installed a new 12-volt stainless battery box
- Installed new stainless firewall
- Purchased an overhauled Hamilton Standard 102-inch ground adjustable propeller
- Restored the wing fuel tanks.
- Restored and recovered the wings and painted them.
- Restored control surfaces - rudder, elevator, ailerons covered and painted
- Replaced all sheet metal with new
- Replaced control cables which are spliced not swaged
- Renovated and installed landing gear
- Installed Fisher wheels with smooth tires

- Installed Hayes brakes with new springs, brake pads, and rubber cups. Brake lines run
- Installed new wiring, tested and created wiring diagram
- wired for landing lights - have two lights with spherical lenses and teardrop bodies to install
- wired for nav lights - have Grimes nav lights that the base bolts to the wing and the lens/bulb is on a little pedestal
- Added hidden 12-volt plugs for portable GPS or anything else (such as 12-volt heat cushions)
- Purchased new flying wires from Brunton while retaining original flying wires for reference.
- Recovered seats with leather using Temperfoam for the cushions
- All instruments have been refurbished to like new by Phillip Kraus - Vintage Aero with new faces, dials, etc.
- Installed 8-day clocks in both instrument panels
- Pioneer Instruments installed in the front cockpit and Consolidated Instruments in the rear cockpit with new instrument boards. Instruments have been plumbed and wired.
- Recreated the originally supplied tool service tool kit (see “Instruction Book Wright Whirlwind 7 & 9 Aircraft Engines” page 43 and figure 25 - Service Tools, for “ All the tools necessary for general servicing of the engine and should be carried in the plane for emergencies”)
- Installed II Morrow Inc. Apollo SL40 VHF com radio, Narco AT 150 transponder with encoder, ACK Technologies ELT, Intercom. push-to-talk switches and headset plugs are hidden under seats. Radio wire harness is professionally done. Radio tested in aircraft.

Since purchasing the project in 2022 and bring to Rob Lock's shop in Florida we've been through the project carefully and begun buying additional parts, and performing actions to prepare for reassembly in early 2025, including:

- Purchasing an overhauled Hamilton Standard 108-inch ground adjustable propeller to maximize power delivery from the engine.
- Purchasing a new, modern Garmin radio and transponder with ADSB.
- We have sent both engines for IRAN inspections by Dave Groh's Yesteryear Aviation before installing either on the plane. After several decades of not being run, we thought this was prudent. Dave will be repairing as required.
- Purchasing a new, correct original pilot seat.
- Ordering a new set of forged 30-inch wheels from Addison Pemberton. These wheels should be safer than the older Fisher wheels.
- Replacing some wooden seat supports with the correct oak.
- Took the fuselage to Kevin Kimball of JKE Works to fabricate and install a new pilot station rudder and brake pedals.
- JKE Works is fabricating and installing a new, correct as original, tail wheel post assembly and tail wheel.
- Building a mahogany map box to house the radio and transponder.